

# Canton's Future





Katharine Sullivan  
6.7.74

*Report*  
of the  
PLANNING BOARD  
CANTON, MASSACHUSETTS  
1945



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# INDEX

	<i>Page</i>
COVER DESIGN by Lee W. Court	
Planning Board Report .....	3
Capital Budget Report .....	5
A Program of Capital Expenditures — 1946 - 1950 .....	6
Table A     Grand Summary, Part 1 .....	7
Table A     Grand Summary, Part 2 .....	8
Table A - 1 Taxes .....	9
Table A - 2 State Collected Revenue .....	9
Table A - 3 Department Receipts .....	10
Table A - 4 Licenses, Fees, Etc. ....	11
Table A - 5 Grants and Gifts .....	12
Table A - 6 Debt Service .....	13
Table A - 7 State and County Taxes .....	14
Table A - 8 Department Expenditures .....	15
Table A - 8 Department Expenditures (continued) .....	16
Table A-8-a General Government (In Detail) .....	17
Table A-8-b Charities - Receipts in Detail .....	18
Table A-8-b Charities - Expenditures in Detail (continued) .....	19
Table A - 9 Capital Outlays (By Departments) .....	20
Table B     Miscellaneous Statistics .....	21
Graph 1     Receipts and Expenditures .....	22
Graph 2     Operating Expenses .....	23
Graph 3     Debt Service .....	24
Graph 4     Miscellaneous Statistics .....	25
Table C     Capital Outlays — 1946 - 1950 .....	26
School Report .....	27
Olmstead Report .....	28, 29, 30
MAP — River Valley and Traffic Improvements — Inside back cover	



# PLANNING BOARD REPORT

The Canton Planning Board herewith submits to the citizens of Canton a report of existing conditions and a forecast of the improvements which at the close of 1945 seemed most vital in maintaining the sound economic development of the town in an orderly and attractive manner.

It was the original intention of the Board to publish a report, with much more detail on Post-War Projects, but the chaotic condition of the business world since the close of hostilities has made it almost impossible to acquire any concrete figures or estimates, so the report goes to press with the actual material that is available at the end of December 1945.

The Post-War Rehabilitation Committee and the Planning Board were in unanimous agreement that the two major problems in Canton were the widening of Washington Street from the Town Hall to Walnut Street, and the New High School. On the preparation and the development of these two studies, they have worked unceasingly, and herewith present the ways and means for the voters of the town to decide in their wisdom just what they want to do.

Canton stands at the threshold of a new era of great growth. It is for you as citizens to decide whether you wish it to preserve and expand its present characteristics as a sound self-respecting independent community or to become a featureless crowded suburb. Canton's future depends on the type of new citizens it attracts. The prospective new citizens feel the calibre of our school system and the quality and quantity of our shopping facilities of paramount importance in the selection of a new permanent home in the country.

**ZONING**—The town is in a most advantageous position to meet the future. Due to the farsightedness of some of her citizens, a decade or more ago, who procured the services of the eminent Edward L. Hartman to assist in the preparing of the Zoning Regulations, the town is zoned so liberally that with a very few minor changes it will gradually expand in population without in any way upsetting its sound financial, social or economic conditions. Twenty-five years hence it should still have the pattern of a well balanced town, part industrial, part rural and part dormitory for Boston, just as it has today.



# CAPITAL BUDGET REPORT

FINANCING—For many years, Canton has been in a restless position, as far as civic improvements were concerned. Many serious efforts have been made by sincere, well-intentioned groups of citizens—only to come to a stalemate in town meeting, chiefly because the town had no clearly defined long-range policy.

The Planning Board has long been aware of this stifling situation, and has spent the entire current year attempting to rectify it.

The assistance of Mr. William Stanley Parker, Chairman of the Boston Planning Board, and Consultant on Public Works Programming was procured. With the co-operation of all the town departments and the most efficient and untiring collaboration of Mr. Michael J. Rogers, Town Accountant, and Mr. Wardsworth Winslow, Chairman of the Finance Committee, a five year Capital Outlay Program has been prepared.

This is not an outline of what will happen. It is merely detailed tables of the actual finances of the town for the past five years, and a logical forecast for the next five years. The main objectives of a Capital budget are:

- (1) The scheduling of necessary Capital improvements in the order of their priority.
- (2) The careful balancing of future needs against the ability to pay for them.
- (3) The stabilization of tax rates over a period of years. Thus is achieved a careful blending of physical and financial planning into one consolidated program.



CANTON — MASSACHUSETTS  
A PROGRAM OF CAPITAL EXPENDITURES  
1946 — 1950

A BRIEF SUMMARY OF THE PROGRAM

	1946	1947	1948	1949	1950		
CAPITAL OUTLAYS	The Report indicates a program of Capital Outlays as follows:						
	131,000	360,000	39,000	34,000	37,000	See Table A Part 2	9th
NEW BOND ISSUES	These outlays will require some new Bond issues, presumably as follows:						
	75,000	300,000				"	8th
WAR BONDS	The Town's War Bond Reserve of \$110,540 can be used, perhaps as follows:						
		35,000	35,000	25,000	15,000	"	7th
CHAPTER 90 GRANTS	Chap. 90 grants from the State can be assumed as follows:						
	25,000					"	6th
FROM TAX LEVY	The balance must come out of the Tax Levy as follows:						
	31,000	25,000	4,000	9,000	22,000	"	4th
NEW DEBT SERVICE	The New Bonds will create New Debt Service which must also come out of the Tax Levy, estimated as follows:						
	750	12,000	29,850	29,400	28,950	"	5th
NEW OPERATING COSTS	Completion of new projects will probably create new operating costs as follows:						
			15,000	15,000	15,000	"	3rd
TOTAL FINANCING COSTS	The total cost of financing the Program, on the Tax Levy, would thus be as follows:						
	31,750	37,000	48,850	53,400	65,950	"	2nd
OPERATING EXPENSE	Regular operating expenses are estimated to be as follows:						
	494,930	507,685	502,155	503,725	508,795	See Table A Part 1	7th
TOTAL REQUIREMENTS	This makes the total needed to cover both operating Expenses and Capital Outlays as follows:						
	526,680	544,685	551,005	557,125	574,745	"	11th
FROM TAXES	Deducting miscellaneous receipts, the balance that must be covered by the Tax Levy is as follows:						
	327,130	353,235	366,055	370,275	385,795		
OVERLAY	An overlay to cover abatements is always added, assumed to be as follows:						
	4,500	4,500	4,500	4,500	4,500		
TAX LEVY	The total amount to be covered by the Tax Levy would therefore be:						
	331,639	357,735	370,555	374,775	390,295		
ASSESSED VALUES	Assessed Valuations are expected to rise slightly as follows:						
	8,300,000	8,410,000	8,625,000	8,735,000	8,845,000	See Table B	
TAX RATES	On this basis the resultant tax rates would be:						
	39.96	42.54	42.97	42.91	44.13	See Table B	

FURTHER DETAILS The following tables give all these estimates for the future together with the actual figures for the years 1940 to 1944 inclusive and the figures included in the Budget for 1945, and further details that show what trends have been developing in the principal elements of town income and expenses.



## CANTON — MASS.

TABLE A — GRAND SUMMARY — PART 1

Year	INCOME							OPERATING EXPENSES				BALANCE ADJUSTMENTS			
	Taxes A-1	State Coll. Revenue A-2	Dep't Receipts A-3	Licenses Fees, Etc. A-4	Grants & Gifts A-5	Water Revenue	Total Income	Debt Service A-6	State & City Taxes A-7	Dep't Op'g Expenses A-8	Total Op'g Expenses	Balance Inc. Over Expenses	Carry Over From Prior Year	Outstanding Temp. Bor- rowings Dec. 31	Balance Net
1940	316,577	55,408	21,520	11,049	57,452	26,809	488,815	28,474	44,958	423,550	496,982	—8,167	20,880	150,000	162,713
1941	331,249	59,252	22,428	10,914	66,355	37,706	527,904	19,820	45,356	405,736	470,912	56,992	16,070	150,000	223,062
1942	333,864	69,322	17,931	13,537	66,184	32,438	533,276	13,344	42,969	396,057	452,370	80,906	17,693	100,000	198,599
1943	312,918	73,772	17,896	9,976	56,262	25,976	496,800	12,550	30,539	375,765	418,854	77,946	18,964	100,000	196,910
1944	310,647	81,560	9,711	8,175	60,653	31,490	502,236	11,098	40,238	395,951	447,287	54,949	34,367	100,000	189,316
Budget 1945	296,126	71,827	8,774	7,948	58,370	30,187	473,232	7,112	32,407	432,311	471,830	1,402	25,000*	100,000	126,402
1946	336,730	71,450	10,150	7,650	70,700	30,000	526,680	11,365	30,565	453,000	494,930	31,750			31,750
1947	364,935	66,450	12,250	7,650	63,400	30,000	544,685	4,620	23,265	479,800	507,685	37,000			37,000
1948	379,855	59,150	10,950	7,650	63,400	30,000	551,005	4,590	23,265	474,300	502,155	48,850			48,850
1949	386,175	58,950	10,950	7,650	63,400	30,000	557,125	4,560	23,265	475,900	503,725	53,400			50,400
1950	403,795	58,950	10,950	7,650	63,400	30,000	574,745	4,530	23,265	481,000	508,795	65,950			65,950

\*From Surplus



## CANTON — MASS.

TABLE A — GRAND SUMMARY — PART 2

Year	CAPITAL OUTLAY PROGRAM									RESERVES			
	Net Balance	Total Financing Cost	New Op'g Expenses	New Debt Service	FINANCED FROM				Total Capital Outlay	New War Bond Investment	War Bond Sold	Net Acc. War Bonds Reserve Incl. Int.	Available Free Cash Dec. 31
					Tax Levy	Chap. 90 Grants	War Bond Reserve	New Bond Issues					
	1	2	3	4	5	6	7	8	9				
1940	162,713	4,086			4,086				4,086				
1941	223,062	15,493			15,493				15,493				
1942	198,599	3,225			3,225				3,225				
1943	196,910	13,104			13,104				13,104	50,000		50,000	
1944	189,316	9,719			9,719				9,719			51,882	
Budget 1945	126,402	23,550			23,550			21,667	45,217	50,000		110,540	
1946	31,750	31,750		750	31,000	25,000		75,000	131,000				
1947	37,000	37,000		12,000	25,000		35,000	300,000*	360,000		35,000	75,540	
1948	48,850	48,850	15,000	29,850	4,000		35,000		39,000		35,000	40,540	
1949	53,400	53,400	15,000	29,400	9,000		25,000		34,000		25,000	15,540	
1950	65,950	65,950	15,000	28,950	22,000		15,000		37,000		15,000	540	

\*This will require legislative approval for borrowing in excess of debt limit unless the legal debt limit is raised to 5% of assessed valuation as now proposed in legislation submitted by Town Officials to the 1946 legislature.



## CANTON — MASS.

TABLE A-1 — TAXES

Year	Real and Personal	Polls	Motor V. Excise	Tax Title Red'n & Sale	Total
1940	294,584	3,734	14,526	3,733	316,577
1941	303,428	3,674	19,646	4,501	331,249
1942	313,930	3,620	15,456	858	333,864
1943	298,376	3,326	10,590	626	312,918
1944	290,170	3,096	7,938	9,444	310,647
Budget 1945	285,928*	4,198	6,000		296,126
1946	327,130	3,100	6,000	500	336,730
1947	353,235	3,200	8,000	500	364,935
1948	366,055	3,300	10,000	500	379,855
1949	370,275	3,400	12,000	500	386,175
1950	385,795	3,500	14,000	500	403,795

TABLE A-2 — STATE COLLECTED REVENUE

Corp'n Taxes	Income Taxes	Meals Tax	Other	Total
32,154	22,254		1,000	55,408
32,990	25,266		996	59,252
38,685	29,384	266	987	69,322
42,788	29,236	765	983	73,772
48,445	30,638	1,507	970	81,560
42,878	27,012	974	963	71,827
42,000	27,000	1,500	950	71,450
38,000	26,000	1,500	950	66,450
32,000	25,000	1,200	950	59,150
32,000	25,000	1,000	950	58,950
32,000	25,000	1,000	950	58,950

\*\$4,500 Overlay deducted, 1945-1950 so as to show actual estimated receipts.



CANTON — MASS.

TABLE A-3 — DEPARTMENT RECEIPTS

Year	Gen'l Gov't	Protec- tion	Health & San.	Highways	Charities	Education	Library	Cemeteries	Total
1940	111	1,791	1,059	323	12,360	3,883	210	1,783	21,520
1941	102	1,724	1,528	273	13,889	2,726	234	1,952	22,428
1942	189	2,152	965	236	8,995	2,411	229	2,754	17,931
1943	2,426	1,305	1,441	273	7,332	2,858	255	2,006	17,896
1944	117	2,427	601	457	2,900	924	270	2,015	9,711
Budget 1945	229	2,313	684	317	2,500	806	270	1,655	8,774
1946	200	2,000	700	300	4,200	1,000	250	1,500	10,150
1947	200	2,000	700	300	6,300	1,000	250	1,500	12,250
1948	200	2,000	700	300	5,000	1,000	250	1,500	10,950
1949	200	2,000	700	300	5,000	1,000	250	1,500	10,950
1950	200	2,000	700	300	5,000	1,000	250	1,500	10,950



## CANTON — MASS.

TABLE A-4 — LICENSES, FEES, ETC.

Year	Licenses & Permits	Fines & Forfeits	Assess- ments	Interest	Refunds	Total
1940	3,781	451	2,600	3,932	285	11,049
1941	4,355	121	2,617	3,479	342	10,914
1942	6,956	206	2,284	2,879	1,212	13,537
1943	4,997	343	2,186	2,021	429	9,976
1944	4,335	342	1,101	1,566	831	8,175
Budget 1945	4,325	169	1,200	1,504	750	7,948
1946	4,300	150	1,200	1,500	500	7,650
1947	4,300	150	1,200	1,500	500	7,650
1948	4,300	150	1,200	1,500	500	7,650
1949	4,300	150	1,200	1,500	500	7,650
1950	4,300	150	1,200	1,500	500	7,650



## CANTON — MASS.

TABLE A-5 — GRANTS AND GIFTS

Year	FEDERAL		STATE		Soldiers Aid	HIGHWAYS		Dog Tax & License	Education	Total
	OAA	ADC	OAA	ADC		Gas Tax	Chap. 90 St. & Cty.*			
1940	17,150	6,167	10,858	6,303		13,568	2,000	1,406		57,452
1941	17,760	5,463	17,684	6,363	165	14,819	2,000	1,251	850	66,355
1942	20,613	3,834	16,599	5,228	200	14,819	1,988	1,203	1,700	66,184
1943	21,466	3,282	19,202	6,280	750		1,999	1,158	2,125	56,262
1944	20,646	3,886	18,939	4,580	647	10,732		1,223		60,653
Budget 1945	19,600	3,200	17,000	4,600	647	10,300	1,800	1,223		58,370
1946	26,000	4,500	24,000	5,000	700	7,300	2,000	1,200		70,700
1947	26,000	4,500	24,000	5,000	700		2,000	1,200		63,400
1948	26,000	4,500	24,000	5,000	700		2,000	1,200		63,400
1949	26,000	4,500	24,000	5,000	700		2,000	1,200		63,400
1950	26,000	4,500	24,000	5,000	700		2,000	1,200		63,400

\*For maintenance only. For new const'n see Table A — Part 2.



## CANTON — MASS.

TABLE A-6 — DEBT SERVICE

Year	INTEREST			BONDED DEBT PAYMENTS			Total Debt Service	Debt Limit *	OUTSTANDING DEBT		
	Temp. Loans	Bonded Debt	Total	Gen. Purpose	Pub. Service	Total			Within Debt Limit	Outside Debt Limit *	Pub. Service Debt
1940	270	1,431	1,701	19,773	7,000	26,773	28,474				
1941	419	901	1,320	12,500	6,000	18,500	19,820				
1942	808	536	1,344	10,000	2,000	12,000	13,344				
1943	695	355	1,050	9,500	2,000	11,500	12,550				
1944	329	269	598	8,500	2,000	10,500	11,098		8,000		3,000
Budget 1945	1,000	112	1,112	4,000	2,000	6,000	7,112	240,000	25,667		1,000
1946	500	198	698	9,667	1,000	10,667	11,365	250,000	91,000		
1947	500	120	620	4,000		4,000	4,620	250,000	250,000	129,500	
1948	500	90	590	4,000		4,000	4,590	258,000	258,000	95,000	
1949	500	60	560	4,000		4,000	4,560	260,000	260,000	66,500	
1950	500	30	530	4,000		4,000	4,530	265,000	265,000	35,000	

\*This is based on present 3% limit. If this limit is raised to 5% by act of the legislature, as required, this debt will be possible within the new limits.



## CANTON — MASS.

TABLE A-7 — STATE AND COUNTY TAXES

Year	State Tax	County Tax	M.D.C. ASSESSMENTS				State Audit	Smoke Inspection	Dog Tax	Norfolk Cty Hosp. Assess.	Total
			Charles River Basin	Parks	Nantasket Beach	Sewers					
1940	21,600	8,219	872	3,704	226	5,774	729	89	657	3,088	44,958
1941	23,595	8,940	786	2,396	188	4,872	766	89	720	3,004	45,356
1942	21,450	8,939	796	2,325	181	4,791	780	90	605	3,012	42,969
1943	7,150	9,867	822	2,085	166	5,269	1,097	122	656	3,305	30,539
1944	17,424	10,187	701	1,940	168	4,655	1,155	87	686	3,235	40,238
<hr/>											
Budget											
1945	9,792	9,815	874	2,044	180	4,707	1,200	90	700	3,005	32,407
<hr/>											
1946	7,300	10,000	875	2,000	200	5,000	1,200	90	700	3,200	30,565
1947		10,000	875	2,000	200	5,000	1,200	90	700	3,200	23,265
1948		10,000	875	2,000	200	5,000	1,200	90	700	3,200	23,265
1949		10,000	875	2,000	200	5,000	1,200	90	700	3,200	23,265
1950		10,000	875	2,000	200	5,000	1,200	90	700	3,200	23,265



## CANTON — MASS.

TABLE A-8 — DEPARTMENT EXPENDITURES

Year	General Gov't A-8-a	PROTECTION			Health Dep't	Pub. Health Nurse	PUBLIC WORKS						
		Police	Fire	Other			Refuse & Garbage	Sewers	Highways Br. & Dr.	Sidewalks	Snow and Ice Removal	Street Lighting	Town Dump
1940	24,862	20,363	15,483	9,992	6,515	2,000	2,000	6,938	30,999	500	14,278	13,740	
1941	24,791	20,599	16,246	10,534	6,998	2,000	1,573	6,964	32,294	1,000	7,355	14,018	
1942	31,218	22,712	20,105	11,256	7,862	2,000	2,000	7,488	22,421	409	5,452	14,123	
1943	29,700	23,108	17,287	11,162	6,372	2,000	1,787	7,166	24,948	996	7,042	14,029	500
1944	33,003	25,259	21,918	12,304	5,067	2,000	2,112	7,853	29,946	921	4,630	13,884	520
Budget 1945	39,027	25,000	23,600	13,161	6,710	2,000	2,000	8,000	33,376	2,000	12,000	14,152	500
1946	34,100	26,000	23,500	12,500	6,500	2,000	2,000	7,800	33,500	1,000	10,000	14,150	500
1947	35,900	26,000	23,500	12,500	6,500	2,000	2,000	7,800	33,500	1,000	10,000	14,150	500
1948	36,900	25,500	23,500	12,500	6,500	2,000	2,000	7,800	33,500	1,000	10,000	14,150	500
1949	35,500	25,500	23,500	12,500	6,500	2,000	2,000	7,800	36,000	1,000	10,000	14,150	500
1950	36,100	25,500	23,500	12,500	6,500	2,000	2,000	7,800	37,000	1,000	10,000	14,150	500



## CANTON — MASS.

TABLE A-8 — DEPARTMENT EXPENDITURES (Continued)

Year	PUBLIC WORKS (Cont'd)		CHARITIES (SEE A-8-b)				Education	Library	Recreation Incl. Play- ground Maint.	Unclassified & WPA	Water	Cemeteries	Refunds & Transfers	Total
	Rubbish	Street Signs	General	ADC	OAA	Soldiers Ben.								
1940		486	49,460	22,618	39,960	7,394	96,815	5,000	25	24,817	22,519	5,625	1,161	423,550
1941		497	35,493	16,393	39,604	7,098	100,758	5,400	25	25,716	21,921	6,358	2,101	405,736
1942		347	33,111	12,081	45,911	5,925	104,274	5,687	25	14,075	19,494	5,550	2,531	396,057
1943		380	21,579	12,294	47,676	3,704	108,071	5,727	25	6,227	17,656	4,720	1,609	375,765
1944	999	406	16,229	16,082	50,793	3,579	112,738	5,757	1,024	5,875	18,958	3,168	926	395,951
Budget 1945	1,100	450	16,175	17,560	53,220	6,250	111,000	6,200	1,025	6,805	20,000	7,000	4,000	432,311
1946	1,000	450	30,000	10,000	65,000	7,000	113,000	6,000	2,000	5,000	20,000	6,000	4,000	453,000
1947	1,000	450	45,000	22,000	65,500	9,000	116,000	6,000	3,000	5,000	20,000	6,000	4,000	479,800
1948	1,000	450	34,000	20,000	66,000	10,000	119,000	6,000	4,000	6,500	20,000	6,000	4,000	474,300
1949	1,000	450	34,000	20,000	66,500	10,000	122,000	6,000	4,000	5,000	20,000	6,000	4,000	475,900
1950	1,000	450	34,000	20,000	67,000	10,000	125,000	6,000	4,000	5,000	20,000	6,000	4,000	481,000



## CANTON — MASS.

TABLE A-8-a — GENERAL GOVERNMENT (In Detail)

Year	Selectmen	Account- ing	Treasurer	Collector	Assessors	Town Clerk	Election & Regist'n	Planning Board	Counsel	Finance Com.	Memorial Hall	Misc.	Total
1940	1,994	2,399	1,681	4,206	4,150	949	3,117	701	417		5,248		24,862
1941	2,335	2,399	1,696	4,227	4,337	1,081	2,449	672	500		5,095		24,791
1942	6,919	2,594	1,962	4,364	4,962	1,047	3,203	60	500		5,607		31,218
1943	5,785	2,895	2,392	4,287	4,920	1,015	2,388	160	500	98	5,256		29,700
1944	5,090	3,157	2,771	4,226	5,608	1,184	4,032	629	750	60	5,492		33,003
Budget 1945	5,100	3,500	2,971	4,600	5,450	1,431	3,165	1,750	1,000	150	8,660	1,250	39,027
1946	5,100	3,500	3,000	4,600	5,500	1,400	2,600	1,750	1,000	150	5,500		34,100
1947	5,300	4,500	3,000	4,600	5,500	1,400	3,200	1,750	1,000	150	5,500		35,900
1948	5,500	4,500	3,000	4,600	5,500	1,400	4,000	1,750	1,000	150	5,500		36,900
1949	5,500	4,500	3,000	4,600	5,500	1,400	2,600	1,750	1,000	150	5,500		35,500
1950	5,500	4,500	3,000	4,600	5,500	1,400	3,200	1,750	1,000	150	5,500		36,100



CANTON — MASS.

TABLE A-8-b — CHARITIES

RECEIPTS IN DETAIL

Year	Total Receipts	GENERAL WELFARE				FEDERAL AND STATE GRANTS								
		From Individuals	Fr. Cities and Towns	State Reimbursement	Total	FEDERAL ADC			FEDERAL OAA			STATE		
						Admin.	Aid	Total	Admin.	Aid	Total	ADC	OAA	Total
1940	52,838	22	2,539	9,799	12,360	190	5,977	6,167	553	16,597	17,150	6,303	10,858	17,161
1941	61,159	300	2,304	11,285	13,889	251	5,212	5,463	584	17,176	17,760	6,363	17,684	24,047
1942	55,269		2,276	6,719	8,995	184	3,650	3,834	665	19,948	20,613	5,228	16,599	21,827
1943	57,562	1,620	1,104	4,608	7,332	252	3,030	3,282	692	20,774	21,466	6,280	19,202	25,482
1944	50,951		1,012	1,888	2,900	306	3,580	3,886	691	19,955	20,646	4,580	18,939	23,519
Budget 1945	45,900		1,000	1,500	2,500	200	3,000	3,200	600	19,000	19,600	4,600	17,000	21,600
1946	63,700		1,400	2,800	4,200	300	4,200	4,500	800	25,200	26,000	5,000	24,000	29,000
1947	65,800		2,000	4,300	6,300	300	4,200	4,500	800	25,200	26,000	5,000	24,000	29,000
1948	52,800		1,600	3,400	5,000	300	4,200	4,500	800	25,200	26,000	5,000	24,000	29,000
1949	52,800		1,600	3,400	5,000	300	4,200	4,500	800	25,200	26,000	5,000	24,000	29,000
1950	52,800		1,600	3,400	5,000	300	4,200	4,500	800	25,200	26,000	5,000	24,000	29,000

NOTE — Forecast received from Board of Public Welfare.



## CANTON — MASS.

TABLE A-8-b — CHARITIES — (Continued)  
EXPENDITURES IN DETAIL

Year	Total Expenditures	GENERAL WELFARE			ADC				OAA				Charities Net Cost To Town
		Gen. Admin. & Exp.	Aid	Total	Town Funds	State Funds	Fed. Funds	Total	Town Funds	State Funds	Fed. Funds	Total	
1940	112,038	2,013	47,447	49,460	10,148	6,303	6,167	22,618	11,952	10,858	17,150	39,960	59,200
1941	91,490	1,994	33,499	35,493	4,567	6,363	5,463	16,393	4,160	17,684	17,760	39,604	30,331
1942		2,099	30,999	33,111	3,019	5,228	3,834	12,081	8,699	16,599	20,613	45,911	
1943	81,549	1,956	19,623	21,579	2,732	6,280	3,282	12,294	7,008	19,202	21,466	47,676	23,987
1944	83,104	2,360	13,869	16,229	7,616	4,580	3,886	16,082	11,208	18,939	20,646	50,793	32,153
Budget 1945	86,955	1,175	15,000	16,175	9,760	4,600	3,200	17,560	16,620	17,000	19,600	53,220	40,995
1946	115,000	2,000	28,000	30,000	10,500	5,000	4,500	20,000	15,000	24,000	26,000	65,000	51,300
1947	132,500	2,000	43,000	45,000	12,500	5,000	4,500	22,000	15,500	24,000	26,000	65,500	66,700
1948	120,000	2,000	32,000	34,000	10,500	5,000	4,500	20,000	16,000	24,000	26,000	66,000	67,200
1949	120,500	2,000	32,000	34,000	10,500	5,000	4,500	20,000	16,500	24,000	26,000	66,500	67,700
1950	121,000	2,000	32,000	34,000	10,500	5,000	4,500	20,000	17,000	24,000	26,000	67,000	68,200

NOTE — Forecast received from Board of Public Welfare.



## CANTON — MASS.

TABLE A-9 — CAPITAL OUTLAYS (By Departments)

Year	Fire Dep't	Schools	Land Damages & Purchases	Post War Plans	Recreation	Dep't Water	Equipment	Sewers	Sidewalks	STREETS		Total
										General	Chap. 90 Incl. Maint.)	
1940						687	399				3,000	4,086
1941		1,800	497			6,211	2,985		1,000		3,000	15,493
1942			243								2,982	3,225
1943			4,460				5,645				2,999	13,104
1944	2,345		1,225				1,300	1,195	657		2,997	9,719
Budget 1945			18,767	3,000	10,000	7,100	3,650				2,700	45,217
1946					15,000	7,000		9,000			100,000	131,000
1947		325,000			3,000	7,000		15,000		10,000		360,000
1948					7,000	7,000				25,000		39,000
1949						7,000		17,000		10,000		34,000
1950						7,000		20,000		10,000		37,000



# CANTON — MASS.

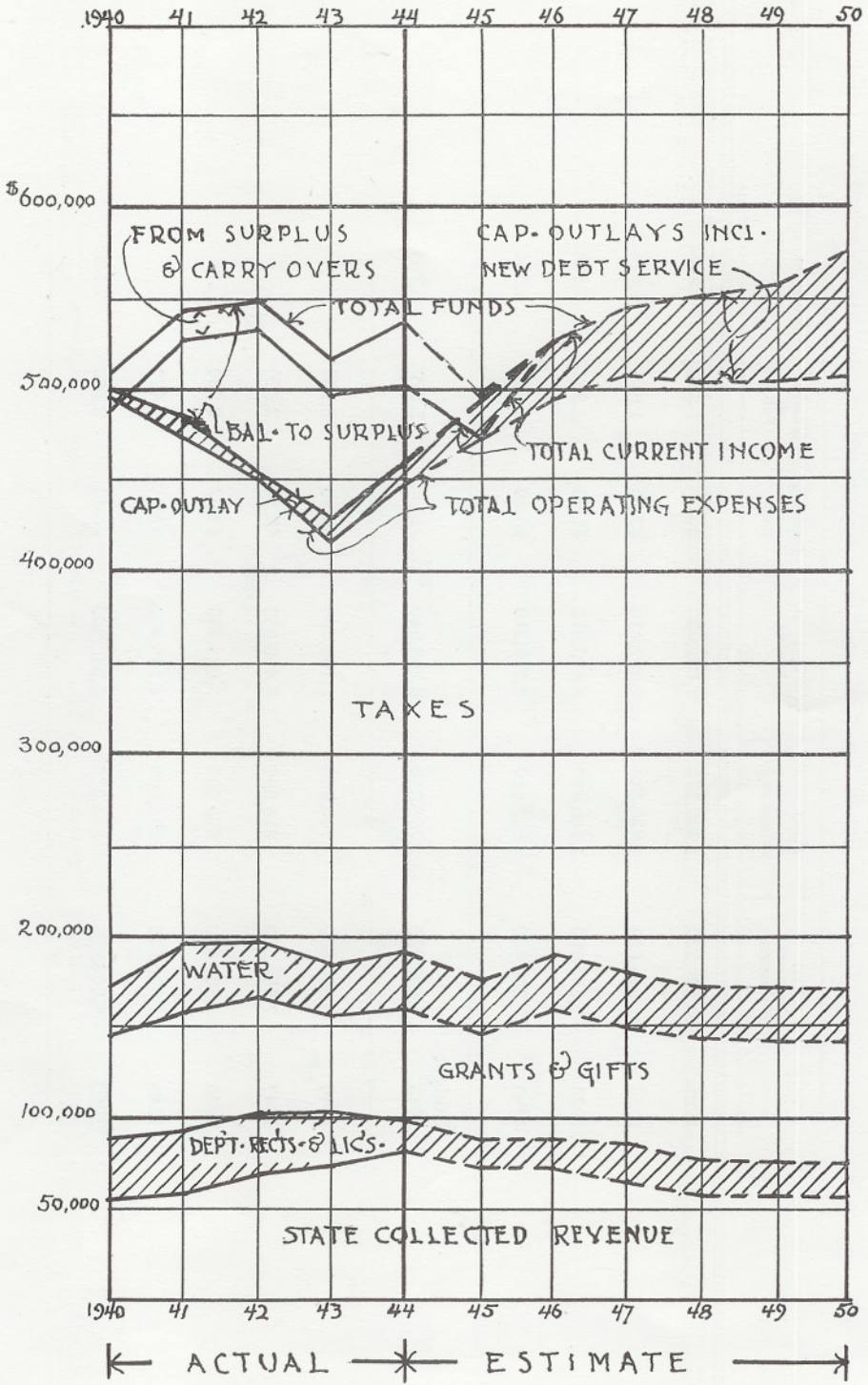
## TABLE B — MISCELLANEOUS STATISTICS

Year	Real Property Valuation	Personal Property Valuation	Total Valuation	Property Tax Rate	Number of Polls	Population
1925	6,209,220	1,982,770	8,191,990	29	1,839	5,896
1930	7,056,880	1,620,290	8,677,170	32.20	1,814	5,816
1935	7,056,650	1,346,410	8,403,050	41.40	1,882	6,505
1940	7,246,400	852,610	8,099,010	36.20	2,081	6,381
<hr/>						
Budget						
1945	7,499,430	795,210	8,294,640	35	2,099	6,704
<hr/>						
1946	7,500,000	800,000	8,300,000	39.96	2,100	
1947	7,600,000	810,000	8,410,000	42.54	2,200	
1948	7,800,000	825,000	8,625,000	42.97	2,300	
1949	7,900,000	835,000	8,735,000	42.91	2,400	
1950	8,000,000	845,000	8,845,000	44.13	2,500	7,500



CANTON, MASS.

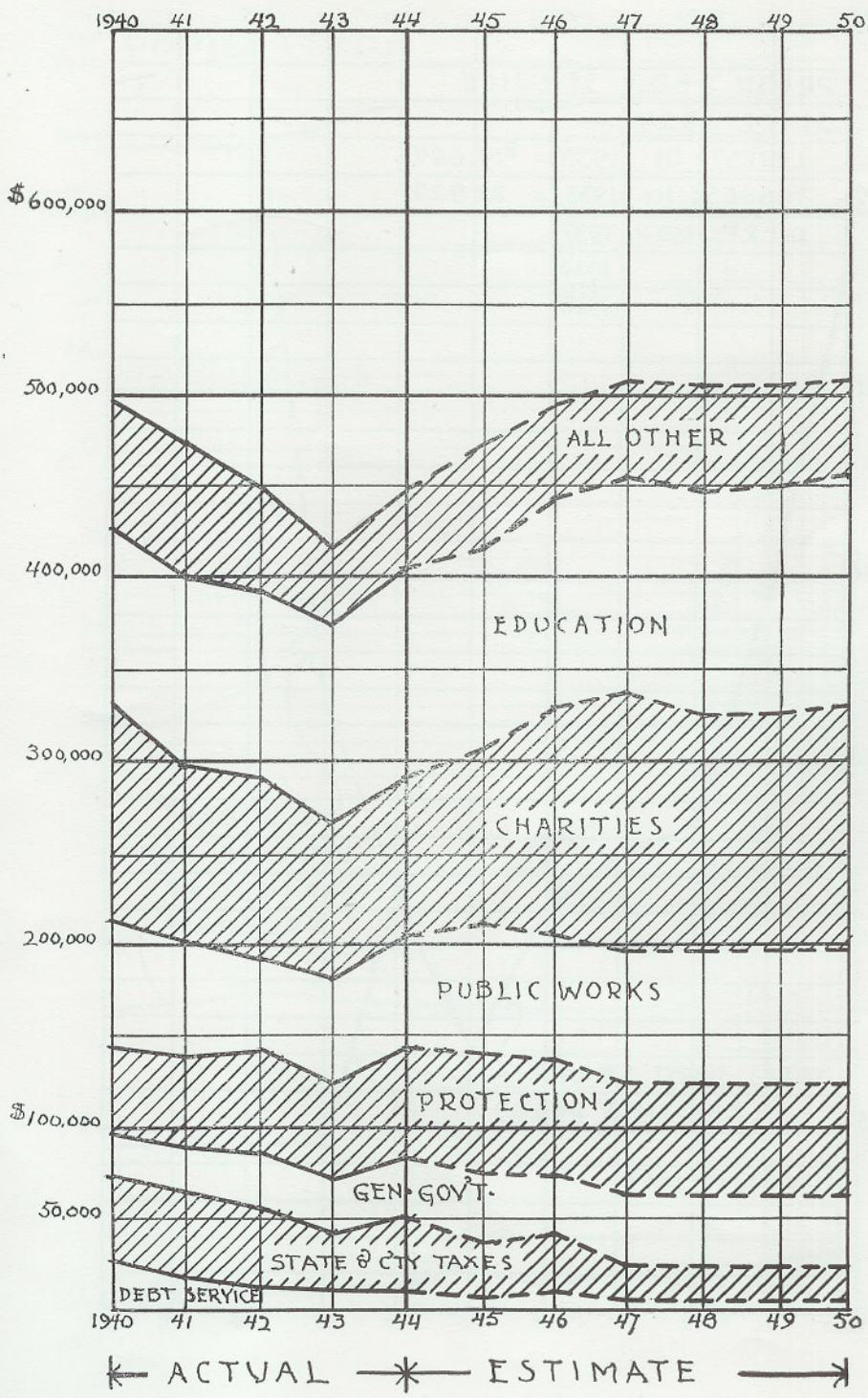
GRAPH 1. RECEIPTS and EXPENDITURES.





CANTON, MASS.

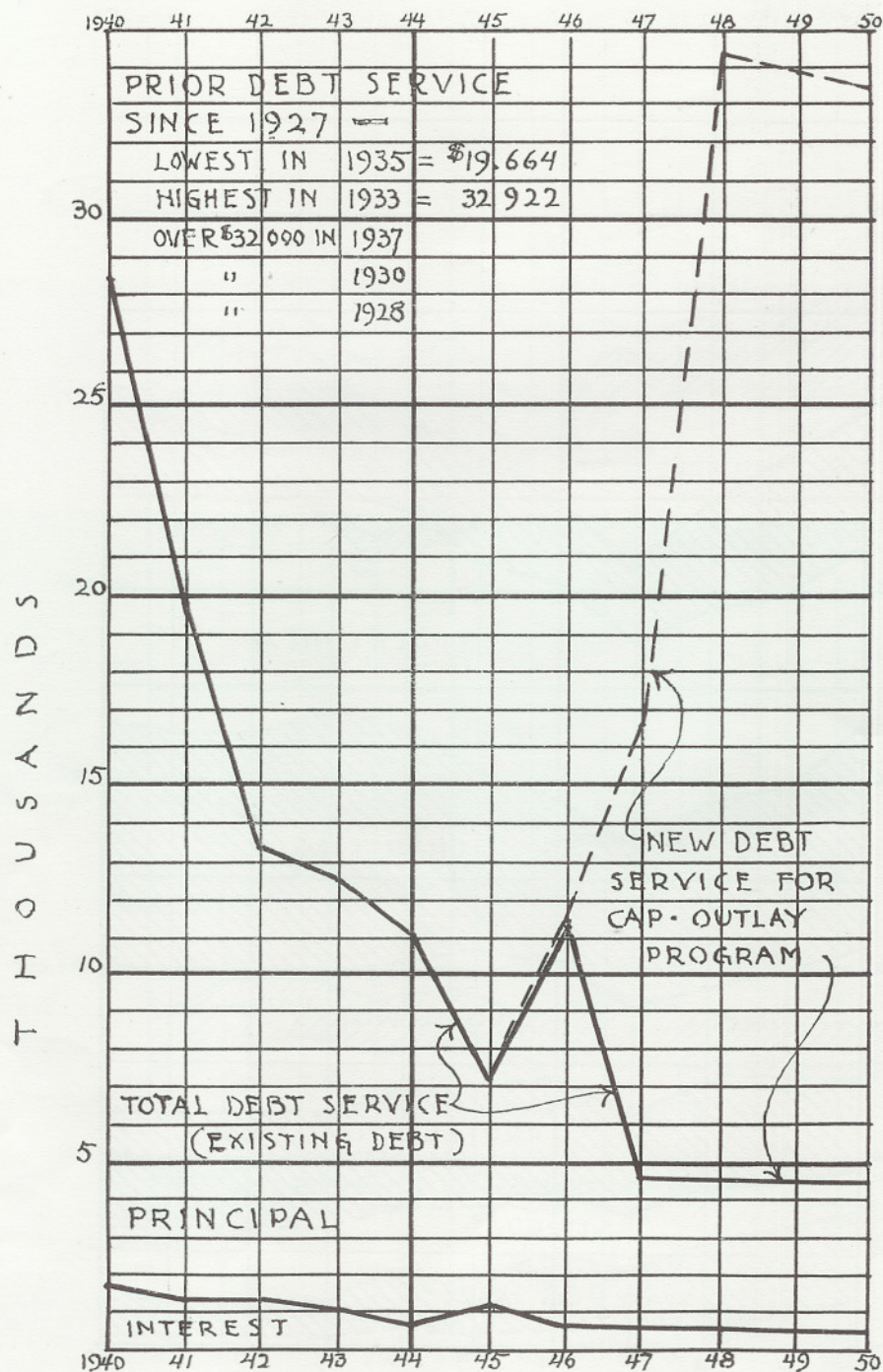
GRAPH 2. OPERATING EXPENSES.





CANTON, MASS.

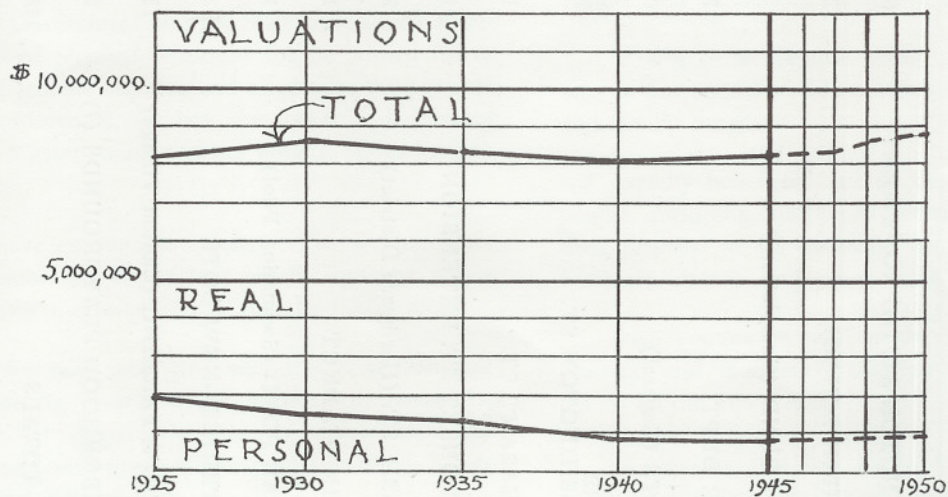
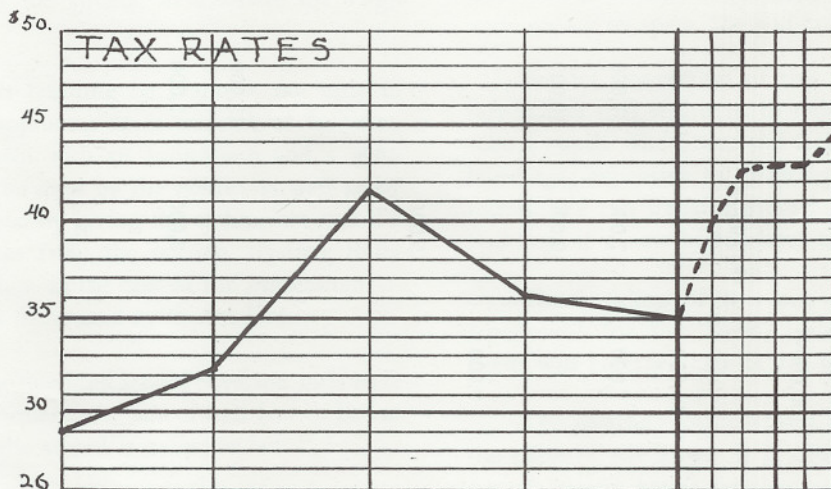
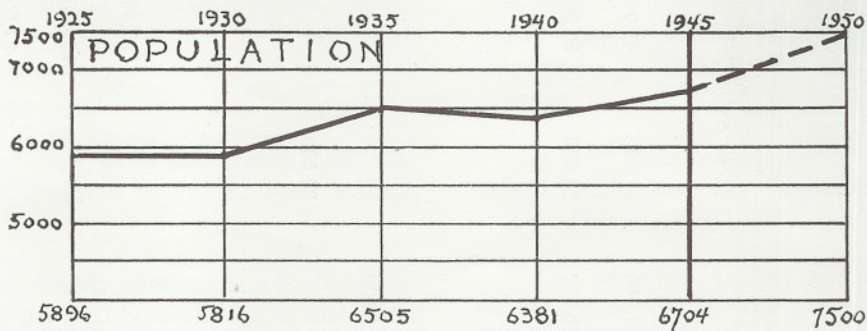
GRAPH 3. DEBT SERVICE.





# CANTON, MASS.

## GRAPH 4. MISCELLANEOUS STATISTICS.





## CANTON — MASS.

TABLE C — CAPITAL OUTLAYS — 1946 - 1950

	Total Cost	1946	1947	1948	1949	1950	Future
WASHINGTON ST. IMPROVEMENT	100,000	100,000*					
NEW HIGH SCHOOL	325,000		325,000*				
PLAYGROUND (Completion)	15,000	15,000					
WATER DEPT.	76,000	7,000	7,000	7,000	7,000	7,000	41,000
STREETS (General)	100,000		10,000	10,000	10,000	10,000	60,000
SEWERS							
WASHINGTON ST.	9,000	9,000					
PLEASANT ST.	15,000		15,000				
NEPONSET ST. EXTENSION	17,000				17,000		
WASH. ST. (Hardware District)	20,000					20,000	
ARCH IN VIADUCT	15,000			15,000			
BOLIVAR POND (Swimming Pool)	10,000		3,000	7,000			
CEMETERIES—NEW LOTS	27,500						27,500
TRAFFIC & PARKING (Canton Village)	130,000						130,000
NEIGHBORHOOD PLAYGROUNDS (7)	21,000						21,000
TOTALS	880,500	131,000	360,000	39,000	34,000	37,000	279,500

\*Bond Issues Used



# SCHOOL

The Sub-committee of the Post-War Rehabilitation Committee and the School Committee have prepared the following report on the School situation.

Pictured on the cover is the kind of new building suggested for Canton High School. It is a pleasing red brick, New England Colonial structure, trimmed with white masonry. In the central section will be the main school building; one wing will house the auditorium; the other wing, the gymnasium. The new school is planned as a four-year high school.

Inasmuch as the Town now owns the French Estate on Washington Street, the building can be erected there without cost for land.

This location has three definite advantages: (1) It is central; (2) it is sloping land, the kind best suited to an architect's design; and (3) it adjoins the athletic field where the High School plays its games.

It is proposed that this building be planned, not only to provide the badly needed improvement in our school facilities, but also to provide the Town with an auditorium and a gymnasium, both of which can be used by the public, as well as by the students. This can be done by giving the auditorium and the gymnasium separate entrances from the outside, separate toilet and washroom facilities, and — in the case of the gymnasium — separate showers, apart from those used by the students.

At the present time, our fine high school boys and girls have no auditorium. What was formerly the school hall had to be cut up into classrooms because the school is overcrowded.

They have no gymnasium. As a result, physical education is sadly handicapped in Canton — a serious matter now, because the Federal Government and the State have called attention to the millions of physical rejections for the armed forces and have asked that schools improve and emphasize the physical education program. Moreover, we lack the locker and dressing rooms that go with a gymnasium, and our athletic teams have to dress in a corridor.

Our students have no suitable cafeteria. The serving place in Canton High School is a fifteen foot bench, squeezed into a basement corridor near the toilet rooms and the boiler room.

The building our boys and girls attend is congested and overcrowded. Apparently, it was never intended to house the many pupils it now has. Apparently, also, its narrow stairs and corridors were planned with grade school pupils in mind, rather than the big boys and girls of high school age.

Other noticeable shortcomings of the present building can be summarized in one statement: We now have extremely limited space for *Business Training*, for *Household Arts*, for *Manual Training*, and for *Science*. And yet, each of these is a necessary part of modern high school education, for which it is vitally important to provide ample space and equipment.

It is no wonder that Canton High School students find it difficult to take pride in their high school building. They know that all of the towns which border on Canton, some of which are poorer and smaller, have better high school facilities, and they cannot understand why their Town does not provide an adequate modern school.

A new high school, carefully planned, will remedy the defects which have been mentioned, and vastly improve our whole school program.

This proposed building will also relieve the overcrowding in our grade schools. The present high school will accommodate, and is suitable for, a large number of grade school pupils, with rooms to spare for additional pupils as the Town grows.

Besides, conversion of this brick building into an elementary school will enable us to reduce the fire hazard to our grade school pupils. The Crane and Gridley Schools are ancient wooden buildings, expensive to maintain and to operate in proper condition. We can transfer these pupils to the present high school building, if a new high school is erected.

The building of this one new school, therefore, will be economical for the Town, because all major school building needs will be taken care of for some years to come.

The resulting improvement in school facilities is well worth the effort of the Town. It is a known and proved fact that good schools attract better families as newcomers, increase the value of real estate, help business, and uplift the general level of culture and citizenship in any community.

It will be a splendid thing, also, for the Townspeople to have a fine modern auditorium for shows, lectures, exhibitions, and similar programs.

Equally beneficial will be the opportunity for the Townspeople, including discharged veterans, to have a gymnasium at their disposal in the evenings, not only for sports, but also for banquets, dances, and other social affairs.

Such community use of the new high school provides a practical and economical solution to easing the strain and demands on the Town Hall.

In offering this fine public building as a project for the Town to approve, the School Committee proposes it as a living and useful monument to Canton veterans of World War II. It will be used by those whom the fortunes of War and the mercy of God have spared to us, when they return. It will perpetuate in an eminently fitting way the memory of those whose young lives were the inestimable price that Canton and every other American town paid for the preservation of our ideals and institutions.



# OLMSTEAD REPORT

## *Street and Parking Problem*

The major concern of every intelligent tax-payer for a generation has been the gradual loss of business from the stores in Canton village, and the very obvious natural result of the decrease in property values and taxable property in the heart of the town. At the same time in adjacent towns, the centers were building up on money spent by our citizens.

In 1943, the Planning Board took initial steps to rectify these conditions. The County Commissioners were petitioned, and the necessary survey and layouts made. With the co-operation of the Selectmen and the Post-War Committee — land takings for the necessary widening of Washington Street were submitted to the voters in March 1945. At this town meeting favorable action was taken and the first real constructive step towards a new and vital business center in Canton became an accomplished fact. The Planning Board then requested the Selectmen to proceed with the proper legal procedure of asking the State to lay out and prepare the actual estimates for the construction of the new road, and the new bridge over the East branch of the Neponset River. An article for this proposed construction is now being prepared to be submitted to the voters at the March Town Meeting in 1946.

The following report prepared by Olmstead Brothers, Landscape Engineers, describes in detail the next steps Canton may follow in a ten year period, if it wishes to secure proper parking facilities, proper circulation of traffic, and to thereby greatly increase the character, volume of business and property values in the town. In so doing Canton is sure to become a magnet for business from nearby towns and at the same time attract the most desirable type of new residents desiring to establish permanent homes in the community.

For the boys coming out of uniform these proposed improvements realized, will be at once convincing assurance that the town really is what they wish it to be.

## *Street and Parking*

As requested by you we have studied conditions in the River Valley in Canton, between the viaduct of the main line of the New Haven Railroad and the overpass of the branch of the New Haven Railroad at Bolivar Street. In this Report and on the accompanying plan we offer suggestions for possible improvements in traffic routes, parking spaces, and in the physical condition of some property within and adjacent to that part of the River Valley.

The plan has been based on a map compiled from several sheets of your Assessors' maps. Difficulty in joining some of the sheets has doubtless caused some inaccuracy of scale; but as our plan is merely suggestive we believe the scale variation is not important. Because of the lack of topographical information on your maps, all suggestions involving modification of grades have been based on observations of the topography, made on the ground.

## *Traffic*

Problems concerning the movement of traffic within the Canton region are so interrelated that no single route can be studied completely without some consideration of others related to it. The specific problems which you have asked us to consider in relation to the very limited part of the Town described above, have been studied without the benefit of a general overall survey of traffic passing through your area. Our suggestions are offered with that limitation in mind.

In considering the route between Norwood and Stoughton, we have had no accurate estimate of the traffic volume under normal conditions, but have merely accepted your statement that the volume was large and the present route often congested before gasoline consumption was restricted. It is clear that a traffic count made now would have only limited value.

After discussing this route with Mr. Carson in the office of the Norfolk County Commissioners and subsequently traversing and studying the route beginning at the New Haven viaduct, continuing southeasterly through Neponset Street to Washington Street, thence southerly to Central Street and thence easterly into Stoughton, we believe that if the traffic capacity of the viaduct underpass were doubled by the opening of another arch, and if Neponset Street were widened (both as already planned by the County), this route should be reasonably satisfactory for a fairly heavy volume of through traffic bound for Stoughton. If this traffic were clearly directed, at the corner of Neponset and Washington Streets, to proceed south on Washington Street toward Stoughton, there should be little congestion at that corner and on Washington Street, from cars turning north on Washington Street to Bolivar Street and continuing thence toward Stoughton. It appears, therefore, that there is little need for an additional street or for other street widenings for the sole purpose of improving the route for traffic moving southeast. But conditions are less favorable for traffic moving in the opposite direction because, even after the proposed widening is completed, Neponset Street, between Plymouth and Washington Streets, will still be one-way for southbound traffic. North-bound traffic on Washington Street must proceed to Church Street and make an awkward, acute angled turn before it can continue west. We believe that the widening of Neponset Street to 60 feet clear through to Washington Street and its use for two-way traffic would be justified by the simplification of the traffic movement on Washington Street. The junction of Neponset and Washington Streets should be controlled by a traffic light.

Limited consideration of through ways in Canton indicates that there is real need for a better connection between the business area and both the entire easterly part of the Town and Randolph. The location for such a connection east of the Bolivar Street underpass has not been studied, but the Valley Road shown on plan would, we believe, make a satisfactory outlet toward the east from the lower valley and in addition would give good reason and opportunity for very definite physical im-



provements within the valley itself. Incidentally, it would offer an alternate connection from the viaduct to Stoughton. By limiting the use of Valley Road to light vehicles, heavy truck traffic would be kept away from the business area.

The Valley Road would leave Neponset Street about 400 feet south of the viaduct, turn toward the margin of Factory Pond, and then, by continuing over a small portion of the low, southerly part of land recently acquired by the Plymouth Rubber Company, would swing around the higher, more usable part of that land and run up along the River to an intersection with Washington Street opposite the opening of Bolivar Street.

Traffic from Norwood destined for the easterly part of Canton could proceed via this road to Bolivar Street, thence to the junction of Bolivar and Prospect Streets east of the Railroad and thence east over a road which we assume could be located through the region south of Reservoir Pond. Any traffic bound for Stoughton could turn south at Prospect Street.

A continuation of Plymouth Street north across the River to Revere Street would connect both Neponset Street and Valley Road to Revere Street and make possible a connection clear through to Sherman Street, if this should prove feasible. This second River crossing would greatly relieve Washington Street by accommodating traffic originating on Revere Street and destined for areas west and southwest of the River.

A Parkway type of road for light traffic, beginning at Washington Street opposite Revere Street and skirting the north and northeast sides of Forge Pond, would make an interesting and useful route for east and south-bound traffic from Revere Street and the business area, and might well help to relieve the traffic on Washington Street between Revere and Bolivar Streets. This road could be continued south from Bolivar Street along the easterly side of Bolivar Pond to a connection with Pine Street, thus making a scenic way from Washington Street through to the southern limits of the Town.

The problem of north-south traffic on Washington Street, while not strictly within the scope of our study, is nevertheless related to it. The proposed widening between Revere and Mechanic Streets will doubtless relieve some congestion locally and could help in making improvements of another type suggested below. But we doubt seriously that the widening will bring the measure of relief needed because through traffic, which has no desire to stop in the business area and which will be impatient to pass through quickly, will still be retarded after the widening is made. Real relief will come only by means of a by-pass allowing *all* through traffic to avoid the business district and areas contiguous to it, and by the provision of off-street parking. The report made to you in 1940 by the Massachusetts Division of Metropolitan Planning recognizes this condition and in its "By-Pass Study C" offers a suggestion pointing in the right direction. But even this would not carry through traffic wholly *around* the business center, nor would it relieve Washington Street north of Revere Street. This problem should be solved in a broader way by providing a route completely by-passing all of your congested area.

## *Parks and Related Improvements*

A survey of present conditions along the River Valley shows clearly that Canton has neglected a natural scenic resource which could be made a real esthetic and economic asset. Other communities have made large expenditures to create civic improvements no finer than those which can be realized here by merely redeeming the natural beauty of this water-course and making it accessible for public use and enjoyment.

Bolivar Pond and Forge Pond both have fine scenic qualities which as yet are but little marred by the encroachment of unsightly surroundings. We believe that the Town should, by outright purchase or by the buying of view easements, gain control of the land immediately around these ponds and hold it for public park uses, making it accessible by roads, such as the Parkway suggested on our plan, and developing limited areas for more intensive use. We recommend especially that all of the privately owned land east of Washington Street between the Post Office and the present School be taken by the Town and developed as a park. By the removal of the present buildings, by the consolidation of the present outlets of Forge Pond into one scenic spillway, and by the provision of paths and appropriate planting to supplement the existing growth, this land could be made an interesting and beautiful park, easily accessible from the surrounding areas and open pleasantly to the view of traffic on Washington Street if the profile is raised as suggested below. With its prospect over Forge Pond, existing trees and slightly irregular topography, the land already has an unusually fine park-like quality of landscape — an asset which should be used to distinguish this important area of the Town.

The development of the Town land now occupied by the School and Fire Station could, in general, have park character also, adapted to whatever special public use should prove advisable. If, as has been suggested, this site is no longer needed for a school, it would make an excellent location for a public auditorium, for which fairly generous off-street parking could be provided on the easterly part of the site. A public building of real architectural quality, designed with its grounds, to take advantage of the interesting setting on the side of Forge Pond, would still further distinguish this central area of the community.

The unfortunate crowding of commercial buildings and dwellings in the River Valley west of Washington Street and the deplorably slovenly maintenance of some of the unoccupied land, have destroyed all of the natural beauty and interest of the Valley downstream to the open ground west of Plymouth Avenue. It seems clear that these uninviting conditions must depress property values, and equally clear that complete restoration of original conditions now would be impractical. If the land east of Washington Street is taken for park purposes, as suggested above, we believe that commercial use of the frontage on the west side should be continued, but in a way carefully planned to harmonize with other improvements and raise the general tone and value of surrounding properties. The suggestions shown on the plan are, therefore, based on the clearing out of part of the unfortunate congestion, the construction of an inviting and useful shopping center, and the creation of strips of park along the River to furnish an agreeable outlook from the proposed Valley Road and lots facing on it.



We suggest that, with the widening of Washington Street, the profile of the section crossing the River Valley, between the intersection of Revere Street and the north end of the brick block of stores, should be raised about four feet. The appearance of the street itself would be improved, and the outlook from the higher level toward the park on the east and toward the park and shopping center on the west, would be more agreeable than corresponding views from the present lower level.

The scheme for the Shopping Center includes (1) a narrow park west of Washington Street, carrying the feeling of openness across from the park on the east side; (2) a minor road slightly above the grade of Washington Street, with off-street parking to serve the shops in the new block; (3) the new block of shops, pleasantly recessed from Washington Street, having its main floor at the level of the minor road and its lower floor facing a parking court at the west side; (4) a parking space at the south end at the higher level, relating to both the new block and the existing block and having access from Valley Road; and (5) a covered conduit to carry the River from the east side of Washington Street under the road, building and low level parking space. On the main floor the new block could have a theatre and several shops, while on the second floor could be various types of offices, rooms for organization headquarters, etc. The lower floor, opening to the court on the west, could be used by the shops above for storage and service; and by mechanics' shops, etc. Public approaches to *all* sides of this business block should prevent the recurrence of the dirty, unkempt conditions now existing back of some stores. The whole design of this building with the roads and parking spaces should be carefully adjusted to the topography of the site and the surrounding conditions. Its appearance, as seen from the Valley Road and other points to the west would be fully as important as that seen from Washington Street. If proper attention were given to mass and detail, the part which the architecture would play in the composition of the whole area could be of outstanding interest. We believe that a modern Shopping Center of this kind would invite patronage from a wide area, would stimulate all business, and would create real taxable values.

The acquisition and development of land along the River west of the Shopping Center for marginal parks would redeem the River from unsightly encroachments and prevent their recurrence, while creating a pleasant outlook for adjacent property facing Valley Road. The use of that property should be restricted to one-family dwellings.

Many of the buildings of the Plymouth Rubber Company north and east of the River and Factory Pond are crowded so close to the River bank that there is little opportunity for screen planting on that side. The plan therefore shows planting on the south and west banks to hide the buildings from Valley Road and adjacent park land. A few of the buildings east of Factory Pond are partly hidden by trees growing near them. Through the cooperation of the Plymouth Rubber Company, that type of planting might be extended along the east bank and so bring more of the River within the park landscape.

Unoccupied land of the Plymouth Rubber Company between Factory Pond and Revere Street, now used as a dump, has a growth of trees along the margin of the Pond, hiding the dump quite effectively from views to the north and east from the west side of the Pond. If the Town could acquire this land, it could save the marginal growth, now abused by dumping, fires, etc., and add to it, thereby protecting the very agreeable landscape of the north end of Factory Pond.

The southwest end of the Plymouth Rubber Company tract south of Factory Pond is low land, unsuitable for building purposes. By releasing enough of this area for the Valley Road and a margin of protecting growth, the Company could gain convenient access by road to its remaining land, and much of the property between Valley Road and Neponset Street would become available for residential lots.

The short connection between Valley Road and Neponset Street would divide an abnormally long block, and in time might connect with a residential street which could be run from Neponset Street to High Street approximately parallel to Norfolk Street.

### *Procedure*

To accomplish the changes suggested on our plan it would be necessary for the Town to acquire land, remove buildings, construct roads with bridges, drainage, etc., and develop parks. Property to be used for the public benefit — roads, parking spaces and parks — could be taken under condemnation proceedings if it could not be acquired by direct purchase. But property to be used for other than public purposes, such as the site for the Shopping Center, could not, we believe, be taken by condemnation. The development of that project would therefore have to be carried out by a private individual or organization working sympathetically in collaboration with the Town on the entire program. The great opportunity for improving present conditions and for creating modern shopping facilities with ample parking should make this project inviting to private capital.

We have not attempted to estimate the complete cost of carrying out our suggestions. But it is interesting to note that a tabulation of the assessed valuations of all land and buildings which would have to be acquired to accomplish substantially all of the improvements (except the additional widening on Neponset Street and the dump north of Factory Pond), shows an approximate total of only \$130,000.

Respectfully submitted,

(S) OLMSTED BROTHERS



RIVER VALLEY AND TRAFFIC IMP  
CANTON, MASS.





# IMPROVEMENTS





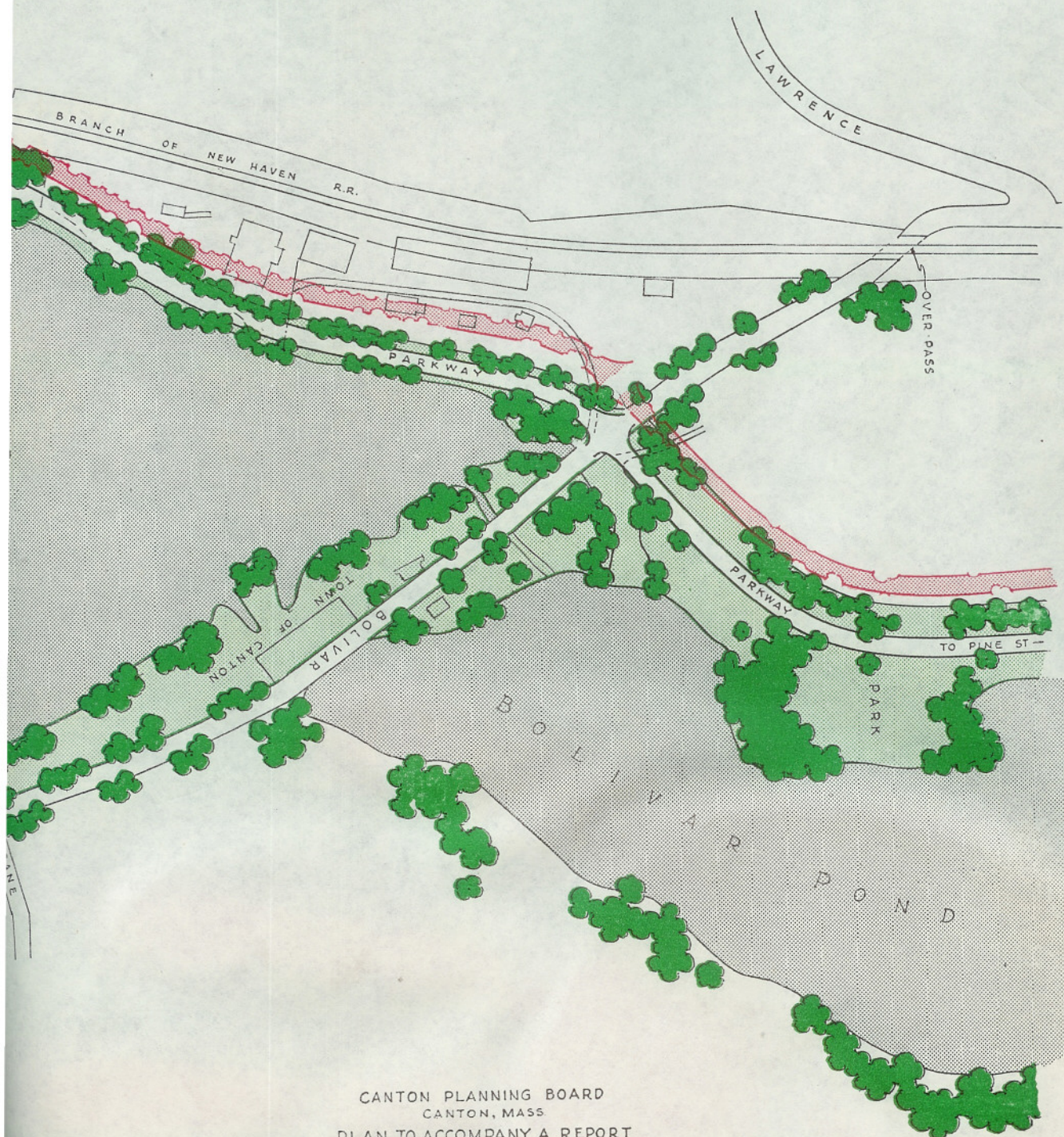


CANTON PLANNING BOARD  
CANTON, MASS  
PLAN TO ACCOMPANY A REPORT  
ON  
STREET AND PARK DEVELOPMENTS  
NEAR THE BRANCH OF THE NEPONSET RIVER  
AND FORGE POND

SCALE 1" = 100'  
100 0 100 200 300 400  
OLMSTED BROTHERS LANDSCAPE ARCHITECTS  
BROOKLINE, MASS. OCTOBER 14, 1944  
FILE N° 9672 PLAN N° 2.

NOTE This map has been compiled from reductions of  
50 scale Assessors Maps and not entirely true  
to scale





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SCALE 1" = 100'  
100 0 100 200 300 400  
OLMSTED BROTHERS LANDSCAPE ARCHITECTS  
BROOKLINE, MASS. OCTOBER 14, 1914  
FILE N° 9672 PLAN N° 2.

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to scale